

Intimations.

VICTORIA DISPENSARY.

AERATED WATERS.

WATER.—The Water used is absolutely pure.

STEAM PLANT.—Of the latest and most powerful type.

SUPERVISION.—The whole process of manufacture is under the continuous supervision of a qualified English Chemist.

The **PRODUCT.**—Will bear comparison with the Waters made by the most noted makers in England.

DAKIN, CRICKSHANK & Co., Ltd.,

VICTORIA DISPENSARY. [38]

A. S. WATSON & CO., LD.



CHEMISTS BY APPOINTMENT.
ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR NEW FACTORY has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English makers.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

"BOMBAY SODAS."

We continue to supply large bottles as heretofore, *Free of Extra Charge*, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS, whenever practicable, are despatched by first steamer leaving after receipt of order.

For **COAST PORTS**, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good condition.

Counterfoil Order Books supplied free on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:

PURE AERATED WATER
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
LEMON SQUASH
GINGER ALE
RASPBERRYADE
GINGERADE

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & Co., LIMITED,
51 The Hongkong Dispensary, Hongkong.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

DEATH.

At Heliow, on the 3rd May, 1893, the beloved son of GEORGE DANIEL and EMILY A. SHARPHORST, aged 39 days.

The Hongkong Telegraph.

HONGKONG, THURSDAY, MAY 11, 1893.

TELEGRAMS.

THE HOME RULE BILL.

LONDON, May 10th.
The debate in Committee on the Home Rule Bill waxed exceedingly hot, the Opposition regarding the Government's use of the clause.

The amendment affirming the supremacy of the Imperial Parliament was rejected.

An amendment by Mr. Redmond to substitute the word "parliament" for "legislature" was rejected by four hundred and sixty six votes to forty.

THE CUBAN INSURRECTION.

MADRID, May 1st.
Since the last elections there has been much dissension in Cuba.

(The Madrid telegrams omit to mention the actual outbreak of hostilities.)

May 4th.
The rising in Cuba has been suppressed by the Spanish troops, and the whole island is now quiet.

All the insurgents have been pardoned, and the despatch of troops has been stopped.

[This looks like an unconditional surrender of the Government to the rebels.]

LOCAL AND GENERAL.

MAY a table-boy in handcuffs be called a thief-waiter?

It seems as if Gladstone's advent to power had made Union-chapels unpopular.

Wigles.—When I get full, I go home. Berlin Blatt.—Ve don't! Ven we get full, we stay in our club and get fuller still!

THE Ratepayers' meeting, summoned for 3 p.m. to-day at the City Hall, has been postponed until to-morrow at the same hour and place.

Rev. Doolittle Dubbs.—What do you suppose is a missionary's greatest joy? Old Soak.—Getting 'full' on the sly.

ACCORDING to Justice Bramwell, "detectives are professional liars, and when they have no evidence they manufacture it."

At the Magistrate's-day, before Capt. Hastings, a gambling-house keeper, hailing from Kennedy Street was fined \$75, with the usual alternative.

THE Norddeutsche Zeitung, of Berlin, says that Great Britain's position would be improved if the Western Powers were given to Afghanistan and the Eastern Powers to China. But what about the Russian Bear?

THE sea was so unusually rough and the wind so strong to-day that several small boats capsized in the harbour; no fatality recorded. The fast and powerful Post Office launch *Campion* is laid up, and temporarily replaced by a sampan!

THE number of deaths from affections of the lungs in Tokyo (16 urban and 6 suburban districts) during 1892 is stated at 3,400 males and 3,244 females, the proportion of deaths in the city wards being 2,960 males and 2,702 females.

THE Clyde line steamship *Osama*, from Haytian ports to New York, brought on the 3rd ult. confirmation of the news that President Neureux of San Domingo had broken into the French bank in San Domingo City, and annexed a large sum of money.

DURING the last five years no fewer than 178 cases of the strandings of British ships, involving the loss of 383 lives, occurred on the badly lighted coasts of Spain and Portugal. Of this number two were steamships, the *Serpent* and the *Flower*, in the former of which 173 lives were sacrificed.

REFERRING to the Anglo-Australian Bank swindle, the Melbourne *Argus* remarks:—"The certainty that punishment will be swift and sure is the best known preventive of crime. It is sometimes said that communities are injured by these exposures; but it may rather be imagined that what injures a community is not strictness in inquiries and promptness in action, but is a cynical indifference to ill conduct and to false pretences, on the false assumption that 'all do it.'"

THE following figures, which have been published in the *Yokohama*, show the prices of silk reeling in Japan for the last four years:

Year.	Maximum per bale.	Minimum per bale.
1890.....	810 Yen.....	600 Yen.
1891.....	730	560
1892.....	670	550
1893 (to date for America).....	600	500
1893 (to date for France).....	615	500

THE death of talented young leading men for the American stage is getting to be a serious question with managers. Promising women there are in plenty, but the *jeune premier*, possessing the qualities of good looks, native ability and intelligence, is a rare avis. When our stock should, in future, be composed of actresses, the *Willam Morris* will fill the *roles* of the young heroes of modern drama, because no better material is at hand, surely things are in a bad way.

THE Garrison Theatre, North Barracks, was occupied last night by the Amateurs of H.M.S. *Lionel*, who had prepared an extensive programme of variety entertainment, chiefly comic, for the laudable object of raising funds for the family of a deceased shipmate. The performance was good, on the whole, and special praise must be accorded to the "Electric Cook," whose luminous eyes and hair had a most diabolical effect. The entertainment will be repeated to-night, when it is to be hoped there will again be plenty of support for such a praiseworthy effort.

A NEW York despatch dated the 3rd ult., says:—"There were bargains in the steamship line in the New York market to-day. Three handsome ocean steamers were sold for a song. They were the *Alliance*, *Vigilance*, and *Advantage* of the United States and Brazil Mail Steamship Company. They were sold for \$1,000,000 each, because the traffic to Brazil has been unremunerative for several years. The Company got heavily in debt, hence the sale. The manager of the Company concluded, as is often the case, to let the creditors sell the assets, buy one in cheap and start afresh with a new balance sheet. The actual live claims aggregate a little less than \$100,000. Among the stockholders present was C. P. Huntington, who it was said could have bought in all the steamers and not have worried his bank account. Mr. Huntington let early in the afternoon, but as he left an anchor to windward, the *Alliance* went at \$1,000,000 and is worth a quarter of a million; the *Vigilance*, a new ship costing half a million, was knocked down for \$81,000; the *Advantage* sold for \$91,000. All were bought by Ludlow & Co.

THE *Japan Daily Herald* of the 28th ult. says:—"An action was commenced yesterday in the Tokyo *Chihō Sahbanchō*, by Mr. Mitsui Takaki of Messrs. Mitsui & Co., leaseholders of the Mikko Coal Mine in Echigo province, against the Minister of Finance, for recovery of the sum of 804,332 yen. The Mitsui Mine, it seems, was practically let to Messrs. Mitsui & Co. on the hire-purchase system, by the Government in January, 1889, the purchase price being 4,505,000 yen, and the payments to be spread over 13 years; and until the last instalment was paid, the Government to be the legal owner of the mine and machinery. The concern however sustained very heavy damage by the great earthquake, which occurred a few months later, and in a subsidence which completely closed up one of the shafts. The loss to the Company, incurred by the cost of repairs and loss of business during the time they were being effected, amounted to 671,451 yen. This the Company asked the Government to make good to them on the ground that the property was not theirs, but as the Finance Department has turned a deaf ear to their application, the firm have brought the above mentioned suit, 338,880 yen is claimed on account of mining, and balance of 671,451 yen was not working, and loss of time and of profit caused thereby.

Eminent Q.C.—I am a lawyer, Sir! Old Soak.—That's where I have the advantage, I'm a gentleman.

A LITTLE boy fell off Hauenstein's jolly at Amy's the other week and was promptly fished out by one of the Douglas Co's captains, who patently remarked, "another case of jell-fish!"

HALF a drachm of grated nutmeg in milk is said to be very effective in the treatment of diarrhoea. It is also claimed that nutmeg is an effective remedy for insomnia, and can be given with safety and marked benefit as a sedative in cases of *delirium tremens*.

WIKES a settler in the North-west Territory wants to go back to Ontario to be married, the Canadian Pacific Railway Co. sells him a matrimonial ticket at the usual rate, and on presenting the return coupon and a marriage certificate he is entitled to free transport for his bride.

A JAPANESE native paper says that the Chinese merchants of Nagasaki intend to present a volute tablet and a piece of silver plate to Mr. Nakano, late Governor of Nagasaki and now Prefect of Kanagawa, as an expression of thanks for his services during his stay in the former prefecture.

THE *Straits*, on leaving the harbour to-day for the south, took the eastern (Ly-ee-moon) channel, owing to the difficulty of turning in the strong tide and wind from the east, probably due to the proximity of the typhoon signalled during the last few days from Manila, but not yet notified by the Hongkong Observatory.

A LATE issue of the *Financial News* says that a two per cent. premium on gold at Vienna proves that Austria's experiment for a gold standard with her gold locked up has broken down. The same paper says that it is impossible for Lord Herschell's Committee now to recommend to India a scheme for a gold standard without gold.

"TA-RA-RA BOOM-DE-AY" has reached Sierra Leone, says a contemporary, and has touched the natives in their most susceptible spot. At a recent concert, attended by natives mostly clad in shab, one of the singers gave "Ta-ra-ra" with the usual symphoniac accompaniments. "The effect," says the report, "was magical. The native audience rose to their feet, clapped their legs, and howled their 'Boom-de-ays' in the vernacular. The more diabolical portion of the audience retired, the concert was stopped, and the whole place was given up to the devotees of 'Ta-ra-ra.' The seats offered no obstacle to the performance of the dance, and the yells of the singers were heard all over the vicinity. 'Ta-ra-ra' is now in possession of the coast.

THE match for the Lawn Tennis Championship between H. P. Pinner, the holder, and Mr. E. J. Coxon in the semi-final, was brought to an issue on the Cricket Ground this afternoon, in the presence of a large number of spectators. Pinner was a hot favorite, but contrary to general expectation he was outclassed from start to finish, never once approaching anything like championship form, and was eventually beaten by three sets to love, the figures being 6 games to 1, 6 to 2, and 6 to 3 respectively. Meadon played a sound, steady game, without being particularly brilliant, and held his opponent quite at bay throughout. The one-sided character of the play was a great disappointment to a close and exciting game having been confidently anticipated.

THE big salaries and tremendous prospective pensions of the Australian Supreme Court Judges, observes a writer in the *Sydney Bulletin*, are given to secure the undivided attention of those officials and to protect them against external wrong. Yet it is well-known that more than one Judge is up to his neck in financial trouble over land and share speculation. It should, in future, be a condition of accepting a Supreme Court seat that the appointee sell out every share held by him and undertake to buy no more while on the Bench; also that he undertake never to speculate in land—*to*, to buy anything for which he cannot say cash. Any man with an income of say £2,500 a year and a prospective pension of over £1,500 should be in clover, so far as money goes. If he can't live independently under such circumstances he should not accept appointment to the Bench. The mind of a Judge should be as easy in regard to filthy lucre as that of the ideal clergyman—the man who, like Fenelon, dies "without money and without debt."

THE *Japan Mail* of the 1st inst. notes that the story of Mr. Ohishi's appeal from the Korean Minister of Foreign Affairs to the King direct has been repeated by the *Nichi Nichi*. It appears that the Representative of Japan at the Korean Court, forced by vexatious obstruction on the part of leading Korean officials, finally resolved to throw aside the ordinary tactics of diplomacy and to carry his complaint direct to the King's ear. Accordingly, when Mr. Matsuyama was giving audience to the Foreign Representatives who came to offer their congratulations in connection with the birthday of the Crown Prince, addressed to Mr. Ohishi the stereotyped formula of pleasure that the relations between Korea and Japan were so friendly. Mr. Ohishi took advantage of the occasion and declared that, much as he regretted to mar such a ceremony by any expression of discontent, he felt compelled to explain that when the chief Ministers of a country employed all kinds of pretexts to avoid a friendly visit with the Representative of another country, the relations between the two States could hardly be considered satisfactory. The *Nichi Nichi* does not say how the King took this unprecedented rejoinder, but merely adds that his Majesty's instructions are now awaited.

THE population of Java in the year 1892, according to a Batavia contemporary, amounted to 9,240,000, of whom the Chinese numbered only 243,000. In the islands lying beyond Java the Chinese are less numerous, numbering about 100,000, and of these 80,000 are settled in Deli and the coast of Sumatra. There are 24,000 in Batak, mostly employed in cultivating the pepper and gambier gardens of the Sultan and other native chiefs. In Batak and Biliton there are 35,000, engaged in tin-mining. In the western division of Borneo there are 32,000, who are a living by mining, cultivation, and trade. In all these islands the Chinese are found to be not a dangerous but a highly useful element in the population. Without Chinese labour tobacco growing in Deli and the mining in Batak and Biliton would certainly not have reached the development they have now attained. As to the western division of Borneo, where the Chinese were formerly so turbulent and rebellious, their piety has been so thoroughly taken down by military force that during the last forty years the Government has effectively kept them in check. In the outlying islands the natives are of a harder stamp than the Javanese, and do not allow themselves to be turned to undue profitable account by the Chinese. In Java this is otherwise, and the Chinese, through their control of the revenue farming system, have a wide field for extortion, and "squeezing" among the people. Danger from the Chinese in Java arises not from their number, but from the power thus put into their hands.

THE Canadian Pacific Railway Co's royal mail steamer *Empress of Japan* arrived at Nagasaki at 2.30 a.m. to-day, and left again at 1 p.m. for this port, *via* Shanghai.

Chief Examiner at Hongkong.—What is the greatest danger to steamers on the China Coast? Candidate for Master's Certificate.—The Imperial Maritime Customs!

An Irishman took a friend of his to the Roman Catholic Cathedral the other day. The friend was bewildered at the services before the altar, and remarked, "that beats the devil!" The Irishman promptly and wittily replied, "According to my belief that's the intention of the thing."

THE shareholders in the Selma Company being more interested in tennis than in tin, the meeting of this flourishing concern advertised for 7 o'clock this afternoon did not come off. The Directors were all to the fore but only one shareholder put in an appearance. The meeting stands adjourned until 11.30 p.m. on Saturday, the 13th inst.

On the 4th inst. a cooile went on board the ferry unnamed steam-packet *Oriya*, ready to sail for Canton; he had a bundle of miscellaneous rubbish with him, but seeing another bundle of similar appearance on deck, he effected an exchange, without being noticed, and so escaped with a consignment of valuable goods. He was run to earth a few days later, and was to-day conveyed by the local magistrate and fined \$35, or two months in goal.

In a small bankruptcy case (reported in yesterday's *Telegraph*) it was put on record that not a single creditor responded to the call to come up and claim money from the estate. Why? How was the call made? In the *Government Gazette*, *Daily Press*, and *Wa-tai-yat-po*! Of course, nobody ever saw anything of the notice. Thus the debtor's few dollars were filtered away in advertisements which never reached the public. Is it for this that the *Hongkong Telegraph* has worked up the largest circulation in the East?

At 2 a.m. his red-haired wife
Paced up and down the hall
As he was climbing up the stairs,
Returning from a "call"
The indications all bespoke
A storm's approaching din,
Yet he didn't appear to note
The danger he was in.
He simply smiled at her, did he—
Alas! the guile of men—
And calmed her with these soothing words:
"I won't to-night—here's 'ere's 'ere's."

It has been decided by the Hongkong Volunteer to give a complimentary dinner to Captain J. MacCallum, the popular Acting Commandant of the old corps, prior to his leaving for home by the P. & O. Co's steamer *Oriental* on the 28th inst. Captain MacCallum has been a most active and enthusiastic supporter of the volunteer movement for the past fifteen years, and it is not too much to say that he has done more effective work to make it a success than any man now in Hongkong. The honour which his comrades of the old Hongkong Volunteer Artillery propose to pay him is thoroughly deserved.

OUR readers will remember the D'Easem-Doyle Company, says the *Statesman* of the 20th ult. It no longer exists. The smash occurred in the Straits. Mr. J. MacCallum, the manager, so we are credibly informed, proposed to the brilliant violinist Miss Doyle, was accepted, and appeared at church in orthodox raiment. The lady, however, came not, and it transpired that she had gone to Australia with a wealthy local merchant—on a tour of inspection. Mr. MacCallum tore his hair, pecked up his pen and wrote English very fluently and was once an Englishman than a Chinaman. He leaves a number of relatives in Hongkong.

Captain Haver is, of course, in no way to blame. In fact had it not been for the smart manner in which he handled his craft, after the accident, it is probable the mortality would have been much greater.

CHINA BORNEO COMPANY LIMITED.

The fourth ordinary yearly meeting of shareholders in this Company was held to-day. Mr. B. Layton presided, and there were also present Messrs. E. S. Wheeler (directors), J. Wheeler (agent), A. G. Gordon, J. Maclehoze, W. Farlane, A. G. Stokes, A. G. Wood, J. Barton, L. S. Perry, A. B. Johnson, and J. B. Gomes. The notice of meeting having been read, The Chairman said:—Gentlemen, the report and accounts for 1892 have been in your hands for some days and we will with your permission take them as read. You will notice that as a result of working on the new conditions agreed to at the last annual meeting we have come out with a loss of \$2,146.66 on the working account but I would mention that at the time of the reorganisation of the Company's affairs there were \$7,000 odd at debit of this account and during the last 9 months of the year we have been able to reduce it by some \$5,000. Affairs in Borneo do not seem to improve; in fact I think they were rather worse, and we have taken steps to further reduce our expenses in Sandakan. We have been unable to realise any of our properties except the *Sandakan*, but we have done away with the liability on the Tobacco Land (20,000 acres) by giving up two-thirds of the concession and taking 7,000 acres fully paid; and when possible we shall realise this property. Sandakan Sawmill is closed; the cost of cancelling the agreements of the European employees at the mill and finding them with passages home was \$3,000. Mr. Abrahamson brought an action against the Company for wrongful dismissal (the case was brought in the Borneo Court and is still going on. I understand Mr. Abrahamson has returned to Europe. Directors.—We have to regret the death of Mr. T. Z. Davies. Mr. Stokes resigned on leaving

the Colony and the present Directors consist of Mr. Dalrymple, Mr. Wheeler and myself, who are willing to be re-elected. The business of the Company here has been managed by Mr. Wheeler, who has given great attention to our interests. I shall be glad to answer any questions.

There being no questions, the Chairman proposed the adoption of the report and accounts. Mr. Stokes seconded the motion, which was carried *unanimously*.

On the motion of Mr. Gordon, seconded by Mr. Farlane, the retiring directors (Messrs. Wheeler and Layton) were re-elected.

On the motion of Mr. Stokes, seconded by Mr. Gomes, the auditors, (Messrs. F. Henderson and R. Lyall) were re-elected. The Chairman in conclusion thanked the shareholders for their attendance, and expressed the hope that next year's working would be a little better than the last.

FATAL ACCIDENT AT MACAO.

TWO MEN DROWNED AND ONE EUROPEAN INJURED.

A correspondent writes:—At last the dangerous practice carried on by Customs armed launches of lowering a tiny gig and despatching it with 4 or 5 men to board Chinese junks in a narrow, some miles from land, has resulted in the cold hand of Death grasping two more victims both in the prime of life. The facts are as follow:—

The L.M.C. steamer *Kam Sing*, Captain Arthur Vere Haver, put to sea on a cruise on Sunday last. All went well until Tuesday at 8 a.m. when a trading junk was sighted near Molochao. The custom's gig was lowered as usual and sent off in charge of the mate, Markwith, a German, who was accompanied by a Chinese linguist named Cheung Yit Wing, who was brought up to Australia but had to leave it owing to his father's failure in business there. All of a sudden the junk put about and as she was going rapidly before a stiff north-easter, and was very carelessly handled she ran into the *Kam Sing's* gig, sent it to the bottom and left its occupants struggling in the water. Poor Cheung Yit Wing was never seen again, neither was one of the Chinese crewmen, Captain Haver at once sent the junk after saving his mate, who was all but gone, and towed her into Molochao, a neighbouring island, whence she was taken by another cruiser in tow to Macao and thence up the West River to Chin-shan, a prefectural town, where the skipper of the junk will be tried shortly for causing the death of the two members of the *Kam Sing's* crew through culpable misjudgment.

It is probable Mr. Hippley, local Commissioner of Customs, will be present at the trial to see that his men's testimony is properly translated to the officials. Mr. Cheung Yit Wing was a very promising young fellow, who spoke and wrote English very fluently and was once an Englishman than a Chinaman. He leaves a young widow and several relatives and numerous friends here to mourn his untimely end, also a number of relatives in Hongkong.

Captain Haver is, of course, in no way to blame. In fact had it not been for the smart manner in which he handled his craft, after the accident, it is probable the mortality would have been much greater.

FRANCE AND SIAM.

The *Projet de Saigon*, after reproducing our article on "France and Siam," gets on the high horse thus:—

We will not do our readers the injustice of meeting the lamentable follies and odious lies, with which this article is crowded, by putting forward the arguments of truth. It is enough to observe that the "permission," which our contemporary so loftily refuses to grant (to annex territory) will probably never be granted. When the press or the government of England, when the British press and the British government, neither the British press nor the British government, can turn her aside from her daily or interfere in the accomplishment of her destiny! (Blood and fire! Vive la république!) Our country's mind is made up in that respect, completely. (Good old destiny! What price Panama?)

As ignorant of historical facts as of the first notions of common sense, our contemporary accuses France of being at fault—as if it were France that committed, among others, the atrocious known as the bombardment of Copenhagen, and of Alexander, as if the heroism of the warriors of Tiel-el-Kebir had not been a matter of pounds sterling, as if England, ever more and more farsighted, had set the world an example of a single honest deed or promise kept. Our contemporary speaks of "oppression," as if the unhappy Irish nation were not the most down-trodden on earth, under this proud English sovereignty. He dares to speak of moral rottenness among us; he would do better to study the contemporary manners and customs of his own country. As for the Indian empire, perhaps we might (it is suggested) have some cause to be jealous, since it was we (as far as we know, the English who conquered it) who

What do we to make of them? The only conclusion for us to draw is that we must be as resolute as prudent, and not allow England under any pretext to interfere in a matter which concerns only Siam and ourselves. If annexation is necessary to settle the affair, then the sooner it is done the better.

NEWS BY THE AMERICAN MAIL.

The following telegrams from our San Francisco exchanges were crowded out of last night's issue:—

Much excitement has been caused here, by a despatch to the effect that Japan has seized the Pelow Islands, a group in the North Pacific claimed by Spain, 450 miles east of the Philippine Islands, at the western extremity of the Caroline Archipelago. The islands were claimed by the Spaniards by the right of discovery.

The Governor of the Philippine Islands has sent a cable despatch asking for reinforcements, but whether with the object of attacking the Japanese or not is not stated.

The Pelow Islands have about 10,000 inhabitants and are very fertile. Their situation is between the Philippine Islands and the Caroline Islands, both Spanish colonies. This is regarded as a sign that Japan intends to encroach on the Spanish possessions in the Pacific. The affair may lead to grave difficulties between the powers.

At 11 o'clock this evening, a pl. of the Portly-Pidd became so cool that three exploring parties were able to descend, and go some distance into the seams. They found three dead men, but discovered no trace of the missing body of miners who were cut off by the flames from escape yesterday.

Up to 6 o'clock this morning fifty-three corpses had been taken from the pit. The searching parties found no signs of any missing miners still alive. The doctor who examined the bodies reports that all the victims died of suffocation. There were no external injuries in the bodies. What little change there was today in the strike situation, at Hill Top is in favor of the

masters. Already dozens of unionists have returned to work. The fire in the mine at Portly-Pidd, Wales, in which so many miners were entombed, is about out, but the gases are so thick still that it is impossible to explore the mine for the remains of the dead or search for those who may possibly be alive.

King Charles won the City and Suburban handicap at Epsom, Wladgall second, Lady Hermit third.

PARIS, April 12th.
Upon the opening of the Behring sea court of arbitration to-day the president, Baron de Courcelles, announced that the court had decided not to admit the British supplementary report for the present. The President added that his decision was without prejudice to the right of counsel to introduce the report in the pleadings by word of mouth. The President further announced that the tribunal had decided to adjourn the hearing of the demand of the United States for the rejection of portions of the British counter case.

J. C. Carter then proceeded to address the court. He reviewed the history of the sealing industry, and mentioned that Russia had prohibited the slaughter of female seals. He contended that the seals were bestowed by Providence on all mankind. It was the duty of the American Government to prevent their extermination, and therefore the United States had rejected the Russian regulations for the protection of the seals and had arrested Canadian poachers because it was impossible to allow any nation to destroy indiscriminately the gift of Providence.

Carter read the diplomatic communications on seizures made of vessels accused of poaching. His address will probably last for a fortnight.

United States Agent Foster said in an interview to-day that the decision of the court of arbitration in refusing to the present to admit the British supplementary report substantially sustains the American interpretation of the treaty of arbitration in the contention that additional evidence cannot properly be laid before the tribunal. The decision, Foster adds, determined that the report can rank as an argument or criticism, but is not pertinent as evidence or printed argument, provided for in the treaty.

BRUSSELS, April 12th.
Immediately after the assembling of the Deputies to-day an excited crowd gathered. As the crowd became more demonstrative a squad of police was called and held ready to charge. At 4 o'clock the workmen on the nearest Parliamentary building raised a shout for universal suffrage and made a rush to break the police line.

The police were driven back and the mob tried to push up the steps. Mounted reserves charged with drawn swords. The mob met them with repeated volleys of stones, but eventually were forced back and partly dispersed. In the conflict several policemen were struck with stones on the head and many rioters were sent to hospital.

Repeated disturbances followed, for as often as the crowd was dispersed by the police the rioters tried to reassemble and fight back with stones. In the district round the Parliament building fifteen men were arrested. A serious disturbance in other parts of the city were also followed by arrests.

The strike movement is spreading. Three hundred miners engaged in a strike perpetrated much wanton damage at Quarrgnon to-day. Many men working in the pit refused to join the strikers and the mob's efforts were directed against them as much as against the owners of the pit. All sorts of rubbish was thrown into the shaft, the intention of the strikers being to imprison the men in the mine. The pit officials were helpless and assistance was asked from the gendarmes.

Before the officers arrived considerable damage was done. The latter at once ordered the rioters to disperse and upon their refusal to do so attacked them with the flat sides of their swords and the strikers finally dispersed. Further trouble is apprehended and a close watch will be kept.

The striking miners rioted all the afternoon at Courmes. Four thousand men attacked the buildings near the pit's mouth shortly after noon and drove off the guards. They demolished all the machinery houses and shops. The rioters have possession of most of the town.

BUENOS AYRES, April 12th.
The Argentine *Times* says Great Britain has demanded the extradition of James Spencer Balfour, the fugitive President of the Liberator Building Society.

MADRID, April 12th.
In an explosion in the Sala Caladilla Company's mill at Madrid this morning the roof was blown off and struck the building more than a hundred yards from the foundations. The walls were rent and most of the flooring collapsed. All the men employed by the company were at work when the explosion occurred. Most of them went down in the wreck. The fire which broke out immediately after the explosion was extinguished and the work of rescue was begun at once.

The Share Market.

LATEST QUOTATIONS.

Hongkong and Shanghai Bank—110 per cent. prem. sellers.
 The National Bank of China, Ltd.—\$8.10, paid up—35 per cent. dis. sellers.
 The National Bank of China, Ltd.—Founders' shares, \$100 per share, sellers.
 The Bank of China, Japan & the Straits, Ltd.—\$1, sellers.
 The Bank of China, Japan & the Straits, Ltd.—Founders' shares, 200 buyers.
 Chinese Imp. & Loan of 1884 B—2 per cent. premium buyers.
 Chinese Imp. & Loan of 1886 E—14 per cent. premium.
 Union Insurance Society of Canton—\$82 per share, sellers.
 China Trade Insurance Company—\$548 per share, sales and sellers.
 North China Insurance—Tia. 115 per share, buyers.
 Canton Insurance Company, Limited—\$113 per share, buyers.
 Yangtze Insurance Association—\$100, sellers.
 On Tai Insurance Company, Limited—Tia. 150 per share.
 Hongkong Fire Insurance Company—\$225 per share, sellers.
 China Fire Insurance Company—\$85 per share, sellers.
 Hongkong, Canton, and Macao Steamboat Co.—\$20 per share, sellers.
 China and Manila Steam Ship Company—18 per share, sellers.
 Indo-China Steam Navigation Company, Limited—41 per cent. discount, sales and sellers.
 Douglas Steamship Company—\$36 per share, sellers.
 The Steam Launch Co., Limited—nominal.
 Hongkong and Whampoa Dock Company—72 per cent. premium, sales and buyers.
 Geo. Fawcett & Co., Limited—\$15 per share, sellers.
 Hongkong Hotel Company—\$20, per share, sellers.
 Hongkong Hotel Co.'s Six per cent. Debentures—\$501.
 The Austin Arms Hotel and Building Company, Limited—\$4 per share, sellers.
 The Shamen Hotel Co., Limited—\$4 per share, buyers.
 Panton Mining Co.—\$7 per share, sellers.
 The Raeb. Gold Mining Co., Limited—\$6 per share, sellers.
 The Balmoral Gold Mining Co., Limited—20 cents, per share, sales and buyers.
 Société Française des Charbonnages du Tonkin—\$85 per share, sellers.
 The Jelebu Mining and Trading Co., Limited—\$15 per share, ex. div., sellers.
 The Selama Tin Mining Co., Limited—4 cents per share, sellers.
 London and Pacific Petroleum Co., Ltd.—nfr. nominal.
 China Sugar Refining Company, Limited—\$150 per share, sales and sellers.
 Luzon Sugar Refining Company, Limited—\$45, nominal.
 A. S. Watson & Co., Limited—\$14 per share, buyers.
 Dakin, Crickbank & Co., Limited—\$2 per share, sellers.
 Hongkong Dairy Farm Co., Limited—\$4 per share, sales and sellers.
 The Kowloon Land Investment Co., Limited—\$7 per share, buyers.
 The Hongkong Land Investment Co., Limited—\$4 per share, sellers.
 The West Point Buildings Co., Limited—\$25 per share, sellers.
 H. C. Brown & Co., Limited—\$8 per share, buyers.
 Hongkong and Kowloon Wharf and Godown Company—\$4 per share, sellers.
 Hongkong Rone Manufacturing Company, Limited—\$3 per share, sellers.
 Hongkong Gas Company—\$100 per share, sales and buyers.
 Hongkong Ice Company—\$60 per share, buyers.
 Hongkong and China Bakery Company, Limited—\$25 per share, sellers.
 The Hongkong Brick and Cement Co., Limited—\$3 per share, sellers.
 The Green Island Cement Co.—\$2 per share, sellers.
 The Hongkong Electric Light Co., Limited—\$4 per share, buyers.
 The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.
 The Hongkong High-Level Tramway Co., Limited—\$7 per share, sellers.

EXCHANGE.

On London—Bank, T. T. 2/8 1/2
 Bank Bills, on demand 2/8 1/2
 Bank Bills, at 4 months' sight 2/8 1/2
 Credits at 4 months' sight 2/9
 Documentary Bills, at 4 months' sight 2/9 1/2
 On Paris—
 Bank Bills, on demand 3/38
 Credits, at 4 months' sight 3/48
 On India—
 T. T. 220 1/2
 On Demand 220 1/2
 On Shanghai—
 Bank, T. T. 71 1/2
 Private, 30 days' sight 72

VISITORS AT THE HONGKONG HOTEL.

Mr. M. S. Abraham.
 Mr. F. J. Anderson.
 Mr. Geo. Armstrong.
 Mr. G. Byrnes.
 Mr. J. S. Conyer.
 Capt. Cunningham.
 Mr. A. H. Hewitt.
 Mr. and Mrs. E. W. Knox.
 Mr. S. A. Korckel.
 Mr. A. Lind.
 Mr. Lowe.
 Mr. A. B. Macdonald.
 Dr. A. Matta.
 Miss Morehead.
 Captain A. Murray.
 Lt. P. O'Malley, A.S.C.
 Captain Risby.
 Miss Rutledge.
 Mr. and Mrs. Simpson.
 Consul Ivo Smith.
 Mr. H. A. S. Thomson.
 Mr. and Mrs. Warren.
 Mr. and Mrs. Webster.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Adamson.
 Mr. F. W. Bird.
 Mr. C. E. Birt.
 Mr. A. Cumming.
 Mr. F. Deacon.
 Mr. F. Easton.
 Mr. S. Forsyth.
 Mr. W. H. Gaskell.
 Mr. E. J. Grist.
 Mr. Thos. Howard.
 Mr. V. Kolof.
 Mr. W. F. K. Loxley.
 Mr. Medhurst.
 Mr. Monney.
 Mr. H. W. Robertson.
 Mr. A. E. Skeels.
 Mr. Sparrow.
 Captain Moore.
 Mr. E. Tomlin.

MAILS EXPECTED.

THE FRENCH MAIL.
 The Messagerie Maritime Co.'s steamer, *Saghalien*, with the French mail of the 14th ultimo, left Singapore on the 10th instant at 11 a.m., and may be expected here on the 17th.

THE AMERICAN MAIL.

The P. M. S. S. Co.'s steamer *China*, with mails, &c., from San Francisco, left Yokohama on the 10th instant, and may be expected here on the 16th.

NORTHERN PACIFIC MAIL.

The Northern Pacific Steamship Co.'s steamer *Albatross*, from Tacoma, left Yokohama on the 9th instant, and may be expected here on the 13th.

THE CANADIAN MAIL.

The Canadian Pacific Railway Co.'s steamer *Empress of Japan*, from Vancouver, left Kobe on the 8th instant for Nagasaki, Shanghai and Hongkong.

STEAMERS EXPECTED.

The Austrian Lloyd's S. N. Co.'s steamer *Taliesin*, from Bombay, left Singapore on the 6th instant, and is due here on the 13th.

The Ocean Steamship Co.'s steamer *Ulysses* left Singapore on the 9th instant, and is expected here on the 13th.

The Italian Line steamer *Glamorganshire* left Singapore on the 10th instant, and is due here on the 16th.

The steamer *Jawa* left Bombay on the 1st instant, and may be expected here on the 19th.

The Navigazione Generale Italiana steamer *Biadene* left Bombay on the 9th instant, and may be expected here about the 27th.

CHINA COAST METEOROLOGICAL REGISTER.

10th May, 1893—At 4 p.m.

11th May, 1893—At 4 a.m.

12th May, 1893—At 4 a.m.

13th May, 1893—At 4 a.m.

14th May, 1893—At 4 a.m.

15th May, 1893—At 4 a.m.

16th May, 1893—At 4 a.m.

17th May, 1893—At 4 a.m.

18th May, 1893—At 4 a.m.

19th May, 1893—At 4 a.m.

20th May, 1893—At 4 a.m.

21st May, 1893—At 4 a.m.

22nd May, 1893—At 4 a.m.

23rd May, 1893—At 4 a.m.

24th May, 1893—At 4 a.m.

25th May, 1893—At 4 a.m.

26th May, 1893—At 4 a.m.

27th May, 1893—At 4 a.m.

28th May, 1893—At 4 a.m.

29th May, 1893—At 4 a.m.

30th May, 1893—At 4 a.m.

31st May, 1893—At 4 a.m.

1st June, 1893—At 4 a.m.

2nd June, 1893—At 4 a.m.

3rd June, 1893—At 4 a.m.

4th June, 1893—At 4 a.m.

5th June, 1893—At 4 a.m.

6th June, 1893—At 4 a.m.

7th June, 1893—At 4 a.m.

8th June, 1893—At 4 a.m.

9th June, 1893—At 4 a.m.

10th June, 1893—At 4 a.m.

11th June, 1893—At 4 a.m.

12th June, 1893—At 4 a.m.

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27th June, 1893—At 4 a.m.

28th June, 1893—At 4 a.m.

29th June, 1893—At 4 a.m.

30th June, 1893—At 4 a.m.

1st July, 1893—At 4 a.m.

2nd July, 1893—At 4 a.m.

3rd July, 1893—At 4 a.m.

4th July, 1893—At 4 a.m.

5th July, 1893—At 4 a.m.

6th July, 1893—At 4 a.m.

7th July, 1893—At 4 a.m.

8th July, 1893—At 4 a.m.

9th July, 1893—At 4 a.m.

10th July, 1893—At 4 a.m.

11th July, 1893—At 4 a.m.

12th July, 1893—At 4 a.m.

13th July, 1893—At 4 a.m.

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21st July, 1893—At 4 a.m.

22nd July, 1893—At 4 a.m.

23rd July, 1893—At 4 a.m.

24th July, 1893—At 4 a.m.

25th July, 1893—At 4 a.m.

26th July, 1893—At 4 a.m.

27th July, 1893—At 4 a.m.

28th July, 1893—At 4 a.m.

29th July, 1893—At 4 a.m.

30th July, 1893—At 4 a.m.

The British steamship *Dorchester*.

report that she left Moji on the 6th instant. Had light breeze to north of Channel and smooth water; these foggy weather with strong south-east breeze. From Osaka clear weather to port.

Post Office.

A MAIL WILL CLOSE—
 For Swatow, Chefoo, and Tientsin, Per *Kowloon* to-morrow, the 12th instant, at 2:30 P.M.
 For Yokohama and Hingoo, Per *Albatross* to-morrow, the 12th instant, at 3:30 P.M.
 For Shanghai, Per *Ly-a-moon* to-morrow, the 12th instant, at 3:30 P.M.
 For Saigon, Per *Clare* to-morrow, the 12th instant, at 3:30 P.M.
 For Saigon, Per *Lennox* to-morrow, the 12th instant, at 4:30 P.M.
 For Kobe, Per *Tokoro* to-morrow, the 12th instant, at 5 P.M.
 For Kobe, Per *Torndon* to-morrow, the 12th instant, at 5 P.M.
 For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne, Per *Tikona* on Saturday, the 13th instant at 11:30 P.M.
 For Macao, Timor, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne, Per *Manitow* on Saturday, the 13th instant, at 11:30 P.M.
 For Amoy and Manila, Per *Emerald* on Saturday, the 13th instant, at 4:30 P.M.

SHIPPING IN HONGKONG.

AMOV, German steamer, 662, W. Wolf, 9th May, Bangkok 30th April, Rice—Ed. Schellman & Co.

ARRATON, British steamer, 1,392, J. E. Hansen, 8th May, Calcutta 22nd April, Penang 29th, and Singapore 2nd May, General—D. Sassoon, Sons & Co.

AYOCHIE, British steamer, 1,056, T. Rowin, 9th May, Saigon 4th May, Rice—Melchers & Co.

BANTAM, Dutch steamer, 1,451, C. J. van der Bergh, 10th May, Saigon 6th May, Rice and Paddy—Lau, Wegener & Co.

BENLUKI, British steamer, 1,431, J. H. Clark, 11th May, Saigon 8th April, Rice and Paddy—Gibb, Livingston & Co.

CICERO, British steamer, 1,290, A. George, 6th May, Manila 1st May, Sugar—Arnold, Karberg & Co.

CITY OF PEKING, American steamer, 3,120, R. R. Seale 8th May, San Francisco 13th April, and Yokohama 2nd May, Mails and General—P. M. S. S. Co.

CLAM, British steamer, 2,310, Daniel, 7th May, Batavia 25th March, Petroleum—Captain.

DEWONGSE, British steamer, 1,057, Geo. Anderson, 10th May, Bangkok 1st May, and Kohal-chang 4th, Rice and General—Fien Fat Hong.

FAME, British steamer, 1,177, Captain Mellich, Hongkong Government tender.

FORMOSA, British steamer, 694, T. P. Hall, 9th April, Timor, via Amoy, and Swatow 28th April, General—D. Laprak & Co.

GLENCORCHY, British steamer, 1,822, J. Ferguson, 9th May, Bangkok 30th April, and Kohal-chang 2nd May, General—Fien Fat Hong.

HOLSTEIN, German steamer, 1,101, J. Bruhn, 6th May, Saigon 1st May, Rice and Paddy—Wieser & Co.

KIKI, German steamer, 831, M. W. Kruttsch, 10th May, Newchwang and May, General—Melchers & Co.

LENNOX, British steamer, 1,317, W. Ward, 8th May, Saigon 4th May, Rice—Doddrell, Carill & Co.

MENMUT, British steamer, 1,247, Hugh Craig, 8th May, Kobe 3rd May, and Moji 4th, General—Gibb, Livingston & Co.

MONKUTY, British steamer, 862, Chas. Stohman, 9th May, Bangkok 30th April, and Kohal-chang 2nd May, General—Fien Fat Hong.

PILOT, British steamer, 1,614, A. Stoppel, Hongkong and Whampoa Dock Co.

POLYTHEMA, British steamer, 1,872, 10th May, Japan, via Shanghai, and Amoy 9th May, General—Butterfield & Swire.

PROSPERITY, British steamer, 1,389, W. H. Farrand, 11th March, Saigon 9th March, Rice and Paddy, Amoy, Kohal-chang, &c. Riversdale, British steamer, 1,311, E. Pak, 25th April, Moji 19th April, Coal—Doddrell, Carill & Co.

ROMULUS, Spanish steamer, 531, G. Mendigora, 6th April, Manila 30th March, General—Shewan & Co.

TEHERAN, British steamer, 1,684, Thomas Leigh, 9th May, Bombay 21st April, and Singapore 12th May, General—P. & O. S. N. Co.

TEVLOT, British steamer, 1,340, J. Ferrier, 9th May, Saigon 3rd May, General—Doddrell, Carill & Co.

TORRION, British steamer, 1,100, John Byron, 4th May, Bangkok 27th April, General—Lee Wing.

TRIMPH, German steamer, 675, J. Petzner, 10th May, Saigon 8th May, and Moji 4th, General—Ed. Schellman & Co.

TRIMPH, British steamer, 2,300, Geo. Ramsay, 7th May, Yokohama 20th April, Kobe 30th, and Moji 2nd May, General—Butterfield & Swire.

VERONA, British steamer, 1,876, C. H. S. Toggie, 9th May, Yokohama 30th April, Mails and General—P. & O. S. N. Co.

ZAMBEZI, British steamer, 1,567, G. J. Edwards, 1st May, Saigon 27th April, Rice and Paddy—Doddrell, Carill & Co.

MAILING VESSELS.

ALTAIR, British ship, 675, Mathew, 5th May, Tientsin 20th March, Hongkong—Butterfield & Swire.

BANDAMIRA, British 4-masted schooner, 1,774, J. G. Jones, 11th Feb, New York 19th October, Hongkong—O. L. Captain.

SHANTUNG, British cargo, 204, A. Skellings, 4th May, Singapore 21st March, Timber—Captain.

CELESTIC, British ship, 1,747, C. O'Neil, 5th March, New York 4th Oct., Oil—Shewan & Co.

LOOM DUTCH, German bark, 1,413, H. Haschgen, 4th April, New York 20th Oct., Petroleum—Shewan & Co.

JOSEPHUS, American ship, 1,840, T. Rogers, 1st April, New York 5th Nov., Oil—Reuter, Brockmann & Co.

MILLY, German schooner, 91, O. Kanals, 10th April, Tientsin 23rd Mar, General—Shewan & Co.

PAPA, German bark, 748, T. W. Patten, 17th Jan., Cardiff 14th Sept., Tientsin. Fuel and Coke—Order.

PARAMITA, American ship, 1,424, Soule, 1st April, San Francisco 17th Feb, Flour—Chinese.

R. R. THOMAS, American ship, 5,333, Nichols, 18th March, New York 19th Oct., Oil, Petroleum—Order.

SEMINATOR, British ship, 1,695, H. P. Smith, 2nd March, New York 26th October, Coal—O. L. Melchers & Co.

THREMOPTER, British bark, 948, J. B. Winchester, 17th April, Victoria, B.C., 19th Ballast—Captain.

VICTORY, British bark, 491, K. Martin, 13th Feb., Honolulu 18th Jan., General—Chinese.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1893.  1893.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

TWIN SCREW STEAMERS, 10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN6,000 Tons.....WEDNESDAY, 24th May.

EMPRESS OF CHINA6,000 ".....WEDNESDAY, 14th June.

EMPRESS OF INDIA6,000 ".....WEDNESDAY, 5th July.

THE STEAMERS of this line pass through the famous INLAND SEA of JAPAN, and call at VICTORIA, B.C., to Land and Embark Passengers.

The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.

Passengers Booked to all the principal points in Canada and the United States, and also through to Great Britain and the Continent of Europe, at Current Rates, with Passengers' choice of Atlantic Line.

RETURN TICKETS—Time limit for prepaid Return Ticket is reckoned from date of issue to date of re-embarking at Vancouver.

SPECIAL RATES (First-class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the service of China or Japan.

Canadian Pacific Railway is the only Trans-Continental Line extending from the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through without change. The Dining Cars and Mountain Hotels on this Route are owned by the Company and their